



We're  
getting  
a move  
on...

**THE  
NEW  
CTA**





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Chicago is a vigorous and progressive city and we at CTA plan to keep pace with its needs. Chicago already has one of the finest transportation systems in the country and we intend to make it even better to assure all of our riders the best quality of service possible.

With the aid of new city, state, and federal funds, Chicago Transit Authority is embarking on a system-wide modernization and improvement program unparalleled in the history of transit in Chicago. A \$121 million capital improvement program has been designed to provide benefits for the greatest number of persons with projects having broad distribution throughout the CTA service area. Our program is designed around the conviction that people expect safe, clean, fast and dependable mass transit.

We begin a new era at CTA with a new philosophy: "We're getting a move on...THE NEW CTA."

Michael Cafferty

Chairman

Chicago Transit Board

# \$121 million Capital Improvement Program

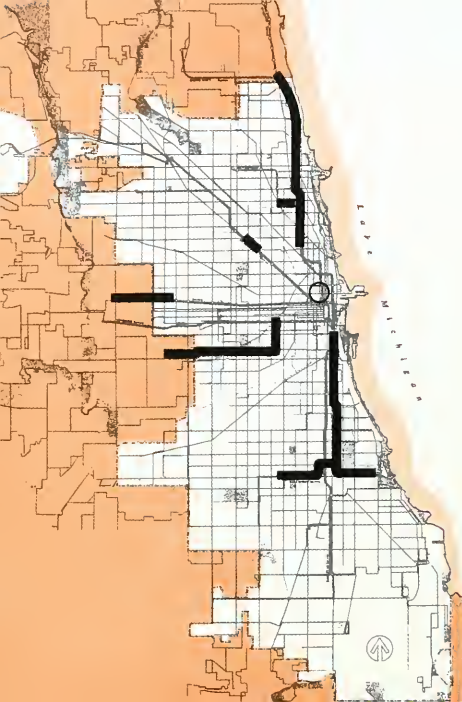
The \$121 million Capital Improvement Program is the first step in a five-year capital needs program which anticipates investing \$277 million in capital renewal and replacement between 1972 and 1976.

The program is designed to reach all areas of CTA service, providing improvements in five categories: Passenger Safety, Passenger Comfort, Passenger Convenience, Neighborhood Improvements, and Operation Improvements.

The projects selected for this first-step program are ones that must of necessity be given top priority in the total renewal and replacement program. Some of the more spectacular projects are described in this brochure.

# PASSENGER SAFETY

\$22.2 million



## SPEED CONTROL

North-South route

West-Northwest route (Douglas branch)

## TRACK RENEWAL

North-South route—Howard to Lawrence, 18th to Indiana, Wentworth to Princeton

Ravenswood route—Southport to Sheffield

West-Northwest route—California to Western (Milwaukee branch), Harrison to 18th (Douglas branch)

Lake-Dan Ryan route—Harlem to Laramie

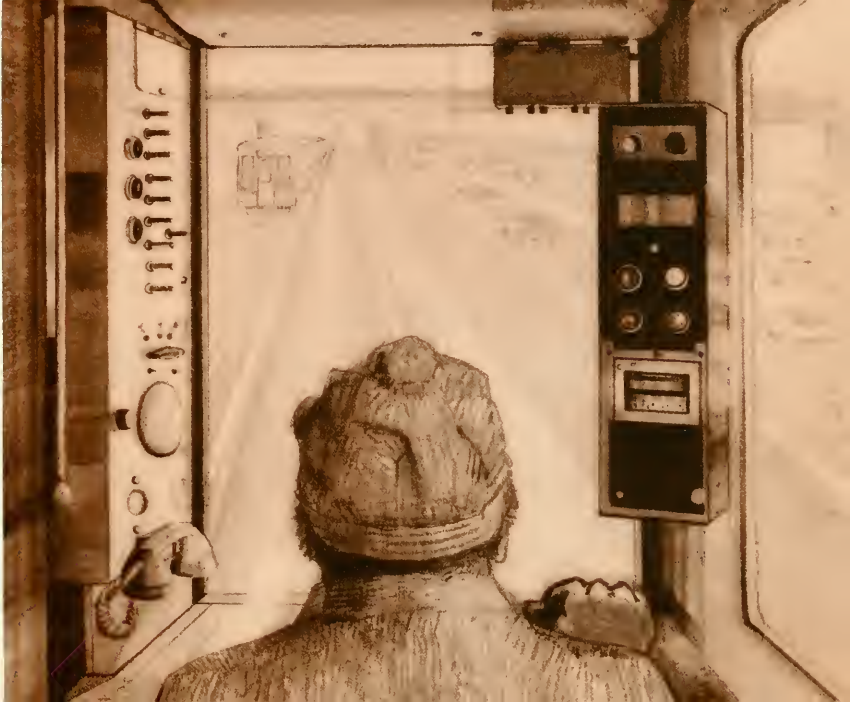
## STRUCTURE RENEWAL

North-South route—16th to 59th, 59th to 61st (Jackson Park branch), 59th to Princeton (Englewood branch)

Ravenswood route—Paulina to Sheffield, at Grand/Franklin

West-Northwest route—Harrison to Kildare (Douglas branch)

An electronic speed control system identical to that in use on CTA's newer rapid transit extensions in the Dan Ryan and Kennedy Expressways will govern the operation of all the trains on the North-South route and on the Douglas branch of the West-Northwest route. Electronic impulses operate the signal in the motorman's cab, keeping him continuously aware of track conditions ahead as well as the allowable speed and can even bring the train to a full stop.





An aerial photograph of a city grid, likely New York City, showing a dense network of streets and a river (the Hudson River) running vertically through the center. The map is overlaid on a light orange background.

# PASSENGER COMFORT

**\$70.1 million**

## **1,000 BUSES**

Air-conditioned, radio/monitor equipped buses with environmental improvement features

## **100 CARS**

Air-conditioned rapid transit cars

## **RAIL GRINDER**

To refinish rails for a smoother ride and noise reduction

## **SUBWAY CLEANER**

Vacuum cleaner/wall washer for use in subways



Riders throughout CTA's system will benefit from the purchase of a fleet of new buses and trains--all the most modern available, and including such features as central heating and air conditioning for year-round comfort. New buses will replace vehicles now 15-20 years old and will comprise a third of the fleet. New rapid transit cars will permit the retirement of 50-year old cars and introduce air-conditioned equipment to the North-South route.



# PASSENGER CONVENIENCE

**\$9.4 million**

## **CIVIC CENTER STATION**

Modern Randolph/Washington stations in  
Dearborn and State subways

## **CONGRESS RAPID TRANSIT TERMINAL**

New station and platform at Desplaines avenue,  
Forest Park

## **PARK 'N' RIDE**

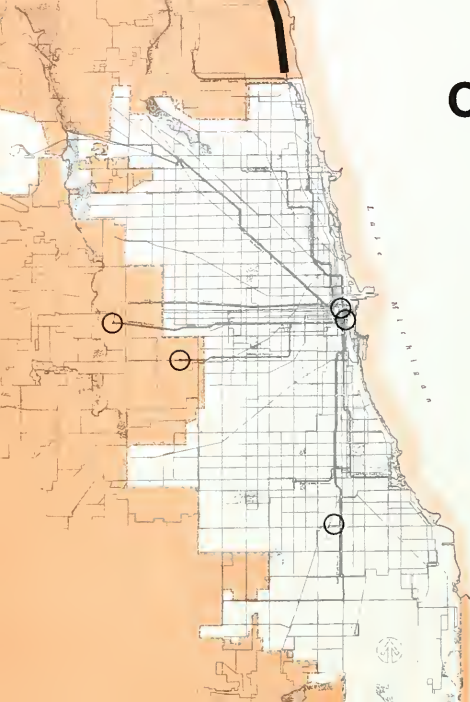
New lot near 79 station, Lake-Dan Ryan route  
Improved lot at Cicero/Berwyn terminal, Douglas  
branch

## **THIRD RAIL INSTALLATION**

Replace trolley wire on Evanston route and phase  
out 50-year old trolley cars

## **ADAMS/WABASH STATION**

Install escalator from street to mezzanine level



Replacing the present station and facilities, the new Congress rapid transit terminal complex will include a modern station, bus terminal and transportation office. Escalators and under-canopy loading areas provide for convenient interchange between trains, buses and autos. Improved traffic flow on the streets adjacent to the terminal will result from the separation of the bus terminal from auto parking and pickup areas.

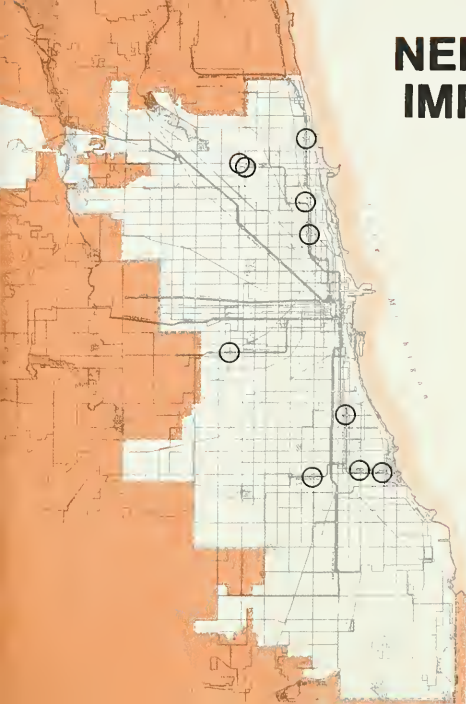




Washington stations in both the State and Dearborn subways will be renamed CIVIC CENTER as part of a modernization program that includes acoustical tube liners and escalators to street level. Walls, ceilings and other fixtures in mezzanine stations and passageways will be finished in a style compatible with the Civic Center arcade. See front and back covers for additional sketches of the improved station.

# NEIGHBORHOOD IMPROVEMENTS

**\$6.0 million**



## **RAPID TRANSIT TERMINAL CONSTRUCTION**

North-South route—Jackson Park terminal  
Ravenswood route—Kimball terminal

## **RAPID TRANSIT STATION MODERNIZATION**

Includes escalators, radiant heating, fluorescent lighting and other improvements at:  
North-South route—Bryn Mawr, Fullerton, 43rd, 63rd/Halsted stations  
West-Northwest route (Douglas branch)—Central Park station  
Ravenswood route—Kedzie station

## **SUBSTATION REPLACEMENT**

Attractive buildings and new electrical equipment at Newport/Seminary and 62nd/Cottage Grove

## **BUS TURNAROUNDS**

Six off-street facilities will provide sheltered waiting areas and eliminate use of narrow residential streets for looping buses





Convenient under-cover interchange between buses and rapid transit will result from modernization of the Jackson Park terminal of the North-South route at 63rd/Stony Island. The present facility, basically unchanged since 1893, will be replaced by a modern station with escalators to street level, radiant platform heating and fluorescent lighting. The bus turnaround will eliminate operation over neighborhood side streets.

Service in an improved way will be provided through complete rebuilding of the Kimball/Lawrence terminal of the Ravenswood route. In addition to the modern station with improved lighting and radiant heating, an attractive barrier and landscaping will screen the sights and sounds of train operation from the surrounding area. Relocation of the Park 'n' Ride lot entrance will improve the traffic flow at the intersection.







# OPERATION IMPROVEMENTS

**\$14.0 million**

## **RAPID TRANSIT MAINTENANCE SHOPS**

Modern buildings for car inspection and servicing  
at:

North-South route—Howard terminal

Ravenswood route—Kimball terminal

West-Northwest route (Douglas branch)—Cicero-  
Berwyn terminal

## **77TH STREET BUS GARAGE**

Expanded facilities for inspecting, servicing and  
fueling buses

## **BUS WASHERS/VACUUM CLEANERS**

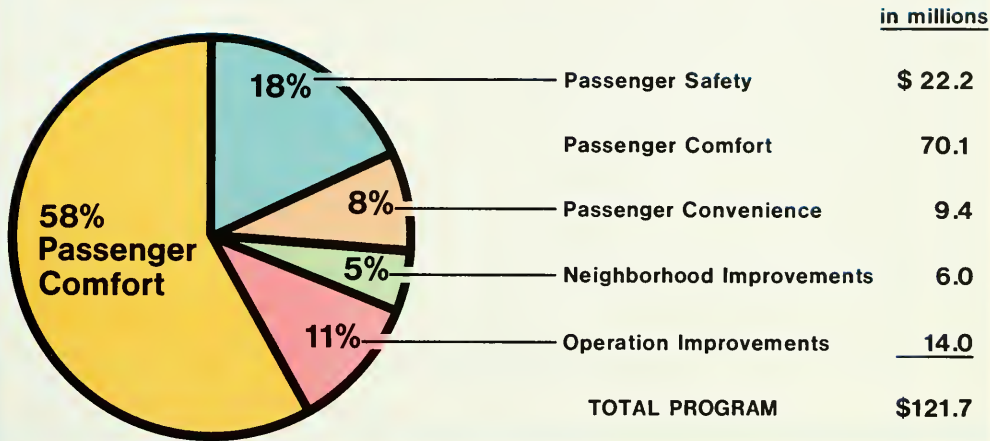
Improved equipment at bus garages throughout  
system

## **MACHINERY AND SERVICE VEHICLES**

To assure safe, efficient bus and train operation

# \$121 million Capital Improvement Program

## ALLOCATION OF FUNDS



# Chicago Transit Board

Michael Cafferty, Chairman

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Wallace D. Johnson  
James R. Quinn

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